

TRANS-RIVER FERRY NECESSARY LINK IN THE HIGHWAY CHAIN

Means of Communication Between Washington and Oregon Shores Requisite of Road Plan.

By Fred Lockley.

COLUMBUS is a name that is familiar to all of the Columbia river navigators. Here it was in the early days, that Dr. W. H. Gray, who came to Oregon with Dr. Whitman in 1836, built the Casco-Columbia river ferry. It was because the timber from the Sincoc mountains could be brought through the gap at Columbus. It is the lowest point for 30 miles in either direction through the high land along the Columbia, leading back into central Washington. Directly opposite this gap is Spanish Hollow on the Oregon side. In the old days before the coming of the railroad there was a ferry plying across the river at Columbus.

In talking with Mr. Robinson, the postmaster of Columbus, he said: "I have been here 30 years. If you will come down to the river bank I will show you the old posts where the ferry landing used to be. The old ferry house is still there. They used to bring down the lumber, cross at the ferry here and go on into central Oregon by way of Spanish Hollow, but when the railroad went from Biggs to Sherman they were so anxious to get the road that they gave up the county road to the railroad and the ferry was abandoned."

"Why is it," I said to Mr. Hill, "that a ferry is not put in here?" "Well, seeing how bigging," said Mr. Hill. "I will hire a launch and take you over so you can see for yourself, but first I want to take you for a little drive behind a pair of Morgan mares." W. W. Paris handed the reins and we took a drive over the Maryhill roads and down to the river beyond one of the finest stepping teams in the state of Washington.

"I am going to have H. C. Richardson with his automobile, take Mr. Johnson across the river. We will meet him on the other side. It is about half a mile across, but to get there they will have to go about 64 miles, as they must go to Little Dalles, cross by ferry to The Dalles and come up on the Oregon side. That, as you will notice, isn't such encouragement for a person to cross the river. We can sit on our front porch here at Maryhill and look across the river and see trains going back and forth on the O-W R. & N. without being able to make any use of them."

We hired a launch and went across the river, landing near the water tank. The water tank is less than a quarter of a mile east of the present site of Biggs Station. Near the water tank is the bridge across Spanish Hollow. A ferry could be operated from Columbus to land at the old ferry landing, about 10 yards from the railroad bridge. The teams and automobiles could go under this bridge and thus avoid all chance of being hurt. If a person comes across now in a launch, he has a quarter of a mile's walk through the mud to the station with his luggage. It is dangerous for the launch to land at the present station of Biggs as the river there breaks into rapids over the rocks.

Urges New Site for Station. "The station of Biggs," said Mr. Hill, "is now located just at the curve so that the track in both directions is shut off from sight while if it was located here at the water tank, the cost of moving it would not exceed \$2500 and it could be put between the main track and the side track, making it much safer for the public. It would not inconvenience the railroad in any way but it would be of incalculable benefit to the public. Not only would it not hurt the railroad but it would mean a largely increased revenue from passenger and freight traffic, for the easier you make it for people to travel the more traffic is stimulated. The objection urged to the change is that no one might wish to invest his money in a ferry at this point. I myself, am willing to put up a good ferry and guarantee to run it for a long period if the change is made. It makes no particular difference to me for I have plenty of places where I can live, but it does make a difference to the people who are on the land here and whose prosperity depends on staying with their ranches. If the merchants of Portland realized the benefit that would accrue to Portland from this change, the change would certainly be made."

In talking with D. C. Ireland, the editor of the paper at Moro, he said: "There are four or five stations within a few miles. What the people of Sherman county want is to have the station at Biggs abolished, to move the station

THE STAGE COACH, SURVIVOR OF DAYS GONE, STILL PERFORMS SERVICE



at Grants to where the water tank now is, near the site of the old ferry landing, and to leave Sherman where it is. We are afraid that if Biggs is moved the quarter of a mile to the proposed site of the ferry landing, Sherman will be abolished as a transfer point and the railroad will make us go to the new ferry point. Of course, everyone who is familiar with the circumstances will agree that the only logical place for a ferry landing is near the water tank and the bridge, in place of risking the dangerous water near the present station at Biggs.

"Until this link is completed," said Mr. Hill, "there is little hope of having an all-the-year-round route from the Okanogan through Central Washington and Oregon into California. The old saying of the chain being no stronger than its weakest link would certainly hold good here, for no tourist wants to travel 64 miles around to get across the river, particularly when there is no reason whatever why a ferry should not be established here."

we visited the recently built schoolhouse at Biggs. It is a beautiful schoolhouse, costing probably \$3500 or \$4000. We found three students in attendance, but the teacher explained that there were four students who were registered but one of them was sick at present.

Good Roads for Wasco. We took the train for The Dalles, where we rejoined Mr. Richardson and Mr. Johnson, who had come from Maryhill with the automobile. While in The Dalles Mr. Hill had a meeting with the county judge and the county commissioners and discussed the proposed route of the new road to be built with the \$200,000 that Wasco county will be bonded for. There is considerable difference of opinion among the citizens of Wasco county as to how this money should be spent. Some think that Wasco county should put in its link along the Columbia river, serving as a trunk line from which other roads can be put in as feeders. In this way they would capitalize the work being done by the government on the Celilo canal and the locks, and would be able to attract

a constant stream of tourist travel coming up from Portland as well as the tourists from elsewhere who come through Portland, and who would want to make the Columbia river trip. Wasco county, without any expense to itself for the building of the government work which has cost millions, and without paying any taxes on it, could capitalize it by the construction of its link in the extension of the highway up the Columbia and for all time to come it would realize a profit from the money spent by tourists who make this trip. Not only that, but tourists could come down from Seattle, Tacoma and other points on the coast to Portland and up the Columbia river, and many would make the trip through Central Oregon and into California on this road, on account of its easier grades and on account of the further fact that the roads would be good all the year around. The other opinion held is that in place of completing Wasco county's part of the Columbia river highway they should spend their \$200,000, for which the county is bonded, to put

ROTARY CLUB TO AID NEW STEAMER LINE

Club Pledges Itself to Raise \$5000 or More of Bonds of \$100,000.

The Rotary club yesterday afternoon pledged itself to secure \$5000 or more of the \$100,000 bonds which Captain Richard Chilcott seeks to raise in Portland to get \$300,000 more in capital for the construction of a Portland-New York steamship line of five vessels. Melvin G. Winstock pledged \$500 of the amount. He is chairman of a committee appointed some time ago to represent the club in the steamship campaign.

"I think \$5000 altogether too little for this body of men," expostulated J. C. English in putting the motion. "Personally, I will be glad to give \$100, and I am sure so many others of the club will want to do as much for a cause so worthy that there will be no trouble in getting much more." Authority was given to appoint a committee to canvass club members.

It was announced that subscriptions of \$1000 or more have been received from the following: A. H. Devera, A. L. Mills, F. H. Hanson, C. S. Jackson, W. F. Burrill, J. C. Alsworth, Falling estate, Willamette Iron & Steel works, O. M. Clark, C. F. Adams, O'Shea Bros., Peninsula Industrial company, Monarch Lumber company, Star Brewery company, Union Meat company, Portland Union Stockyards company, Peninsula Improvement company.

Coleman Bound Over. Centralia, Wash., Nov. 5.—John Coleman, who is alleged to have stabbed Sherman Conklin in a free-for-all fight here last Saturday, was yesterday bound over to the Lewis county superior court by Judge Hess to answer to a charge of first degree assault. His bonds were fixed at \$2000. Coleman's trial will not come up until next month and should his victim die in the interim the charge against him will be changed to murder.

roads over the hills and back into the farming country. Next article: Route to Prineville From The Dalles Interesting Study.

"IT'S A DREAM"

No, It's a Reality—You Can Have This Splendid

New \$375 Piano Sent Home



For \$215—\$10 Cash—\$6 Monthly

is all this excellent piano will cost you now at the

Graves Music Co. Removal Sale

111 FOURTH STREET

Does Your Business Need An Infusion of New Blood?

NAPOLEON SAID, "I WIN MY BATTLES WITH MY MARSHALS."

He picked the men whom he could rely upon and gave them opportunity by throwing responsibility on them.

I am not looking for an ordinary opening, but for the right opportunity with the right man.

The job that I accept or the business that I invest in must be one that will keep me hustling to keep up to its requirements, and one to inspire all the initiative, energy and ability that I can muster.

I do not pose as a genius—merely a reliable, wide-awake individual, who can adapt himself to your business and grow as duties and responsibilities are placed on my shoulders. Married, age 32, record clean, executive experience; busy now but looking for a bigger opportunity.

The man who reposes confidence in me will be repaid with the full loyalty and fidelity that it merits.

To meet me face to face, address, L-867, JOURNAL

Escaped!

Bite—Sting—Dryness—Heavyness—Parched Throat—you escape them all when you smoke STAG.

And in their place you find Fragrance—Freshness—Mildness—and Eternal Contentment.

"Better than I imagined tobacco could be."

Thousands are saying it. You will say it.

Convenient Packages: The Pound Humidor, the Full-Size 10-Cent Tin and the Handy Half-Size 5-Cent Tin.



STAG

For Pipe and Cigarette

"EVER-LASTING-LY GOOD"

P. Lorillard Co. Est. 1760

No bite
No sting
No bag
No strings

PRODUCED RESULTS MOST SATISFACTORY

Another Seattle Woman Testifies That the Results From Plant Juice Were Fine.

Mrs. W. A. Cramer, who resides at 3007 East Columbia street in Seattle, has tested Plant Juice and made the following statement about this wonderful new vegetable preparation:

"Plant Juice has produced most satisfactory results in my case. I have suffered greatly for the past few years with torpid liver and nervous dyspepsia, also had had dizzy spells for the past two years and my nerves were badly affected and my circulation poor. After trying a number of different treatments without results my health weakened, but I am very glad now that I did bring myself to make one more trial for I feel that at last I have found the right thing. My dizzy spells are much less, frequent and do not last as long, my nerves seem to be much better, my liver is acting well and, in fact, I am feeling better in every way."

Thousands of women have found from personal experience that Plant Juice is a great remedy for nervousness, poor circulation, numbness, hot flashes, dizzy spells, spots before the eyes, headaches, pains in the back and limbs, poor appetite and a general run-down condition. It stimulates the liver into action, gives zest to the appetite and brings brightness to the eyes and a healthy color to the cheeks. Women who suffer from depression, extreme nervousness, blues and a desire to cry over trifles will find help in Plant Juice. It soothes tired and ragged nerves and vitalizes the whole system. For sale at The Owl Drug Co.'s stores.

Some Members of the Hot Point Family Of Electric Appliances

They Make Housework Play. Instantaneous Service

The HOT POINT Domestic Iron... \$3.50

EL GRILLO Now Priced at... \$5
The electric iron with the hot point, cool handle, attached stand and 10-year guarantee on its heating element. In two weights—6 lb. or 8 lb.

EL STOVO Disc Stove, now... \$3.50

All ordinary dishes may be used on it. Diameter of top 6 inches.

EL TOSTO, the Electric Toaster... \$4

Toasts well and quickly two slices at a time. Shelf above makes it convenient for keeping plates or coffee warm.

Ask to See Other Hot Point Appliances

Oregon Hardware Co. Worcester Bldg., Third St., Cor. Oak

Just Two Blocks North of Washington

A STEEL COACH AND A SMOOTH STEEL TRAIL

ARE YOURS FOR COMFORT AND SATISFACTION WHEN YOU TRAVEL

via



between Portland, Tacoma and Seattle

Steel Flier Leaves Union Depot... 8:30 a. m.

The Sound Express Leaves Union Depot... 1:45 p. m.

Shasta Limited [A Solid Vestibule Pullman]... 3:00 p. m.

The Owl... 11:00 p. m.

CITY TICKET OFFICE, Third and Washington. Phone: Mar. 4500, A-4111.

REMOVED

THE CITY TICKET OFFICE OF THE

"See America First"

GREAT NORTHERN RAILWAY

National Park Route

IS NOW LOCATED AT

348 Washington Street MORGAN BUILDING

BETWEEN BROADWAY AND PARK STREET BEGINNING OF PORTLAND'S NEW RAILROAD ROW

H. DICKSON

CITY PASSENGER AND TICKET AGENT

TELEPHONES MARSHALL 3071, A-2285